

IN THE RAILROAD WORLD

MEXICO WILL
TEACH NATIVES
RAILROADING

NATIONAL RAILWAYS WILL ESTABLISH THREE BIG SCHOOLS

TRAINING TO BE THOROUGH

Methods Used in United States to Be Imparted to Them With Object of Placing Mexicans in Complete Control, Supplanting the Americans—Other Notes of Rail.

A dispatch from the City of Mexico says that three railway schools in which Mexicans will be given instruction in all matters pertaining to railroading in accordance with the standard practices prevailing on roads in the United States, will be established by and conducted under the supervision of the National Railways of Mexico, the merger company controlled by the Mexican government, which now includes over seventy per cent of the railway mileage of that country.

This is only one means adopted by the management of National railways to operate all the lines of that system, entirely by Mexicans as soon as possible. Many such other means, but none quite so extensive, have been taken since the merger of the National lines of Mexico, and the Mexican Central on February 1.

In these schools the student will be given a thorough training in all that appertains to machinery, train running, and general knowledge concerning the handling of trains or locomotives. The intention is to bring the Mexican up to a standard so as to enable him to operate trains.

Carrying out these plans J. S. De Echegaray, who bears the title of chief of conductors, is now in Guadalajara arranging for the maintenance of the railway school maintained there for some time by Catrinas Arreola. Guadalajara is to be the location of the school for the southern zone, and Mr. Arreola will continue to be in charge of the institution, which has already turned out three graduates.

The other two schools are to be located at Aguascalientes for the central zone, and either Chihuahua or Torreon for the northern zone. Two assistants to Mr. Echegaray, Servando Canales and Frederico Westrup will be placed in charge of these places.

In each of these schools, according to Mr. Echegaray, there will be nothing lacking to give the student a thorough and comprehensive idea of the working of an engine or the handling of a train. The three men chosen to head the schools are said to be practical railway men of years of experience.

Mr. Echegaray himself has been engaged in railroad work for twenty-eight years. During that time he has

filled positions from brakeman and fireman to chief passenger conductor. Recently he was honored with the title of chief of conductors and given the assignment to arrange for the opening of the technical schools.

Mr. Echegaray states that every class of railway work will be taught in the schools and that men low in the ranks who want a technical education in the handling of engines and other classes of work can secure the education at one of the three schools which will be established. The work, he says, is being done under the approval of General Manager Clark, who has delegated authority to Mr. Echegaray.

"The move is merely in line with the plan of Mexicanizing the government owned railroads," said Mr. Echegaray. "We believe that an opportunity should be given the Mexican to learn the business and that it can be done in no better way than to establish schools where knowledge may be obtained."

RAILROAD NOTES—

Engine 1612 was taken out of the local shop yesterday.

Engineer Hugh Quigley has reported for engine 1613, after a short lay off.

Conductor Will C. Hurt was in town from Cerrillos yesterday between trains.

Engineer W. H. French left yesterday for French to attend an investigation.

Fireman E. R. White has been assigned to the second run on the Glorieta mountain.

Conductor J. W. Burks is indisposed and a physician is prescribing bitter medicine in his instance.

Conductor H. C. Kroner piloted engine 2344 to Raton yesterday, with Engineer A. M. Dye in the cab.

Geo. D. Parish, Santa Fe agent at Springer, was in Raton last week as a witness in the district court.

Engineer E. E. Barry deadheaded to Cerrillos on No. 7 last night to take the work train there, relieving E. R. White.

Engineer John S. Nelson, jr., has reported for duty, after having been off for several weeks, undergoing an operation for appendicitis.

William Manchester was the only brakeman who was privileged to see his name on the extra board at the local yard office last evening.

Messrs. Martin, Skiles, Carter, Madden, J. C. Cook and V. A. Wolf are new firemen whose names are on the board at the local roundhouse.

H. E. Bergmann, day clerk at the division storehouse here, returned from a visit to his wife at Cliffside-on-the-Pecos yesterday afternoon.

Conductor and Mrs. T. V. Bryant have returned here from the lakes and eastern resorts, where they had spent a month having a good time generally.

Hugh Chappell, whose force of concrete workers is now employed at Morley, Colo., reached here yesterday afternoon on a short visit to his family.

A. M. Lambertson, a Santa Fe bridge carpenter, returned to his work at Springer yesterday from a run up the road to Raton, but not on a courting trip.

The G. I. A., to the B. of L. E., at Raton announce their fifth annual grand ball which will be held at Beringer hall Thanksgiving eve, Wednesday Nov. 24.

C. A. McCullough is the name answered to by a new switchman employed in the local railroad yard. The climate seems to agree with him and so does the "sit."

Harry M. Bailey, who is an inspector of some kind, for some purpose, on the Rio Grande division of the Santa Fe, was a visitor to Las Vegas from Albuquerque yesterday.

A. Welch, a section hand at work on the cut-off, was brought to the railroad hospital here yesterday afternoon from Belen, threatened like Peter's wife's mother who lay sick of a fever.

Conductor J. D. Flannigan and Engine Driver J. B. Bourne took engine 1210 to Raton from this city Saturday night, the conductor bringing back the 987, with Driver J. M. McKee at the throttle yesterday.

Conductor J. B. Crane was summoned to appear before the grand jury at the Raton court and he has answered the summons, like any other law-abiding citizen would have done under similar circumstances.

Conductor James Purcell has resumed road duty, after having buried a lovely and lovable little daughter, and his sons have gone to work again, Charley as clerk to the chief dispatcher and Jimmy as an apprentice telegraph operator.

The Santa Fe is now putting in service on its overland trains a new type of tourist sleeping car which has been built by the Pullman company. These cars are a great improvement on the ordinary tourist car, being larger and better finished. They will contain 14 sections, a large ladies' toilet room

and a smoking room for gentlemen, a lack that has been long felt by the traveling public. They are the finest tourist cars that have ever been built and the Santa Fe gets the first consignment of them.

Wilbur L. Clark, maintenance clerk in the office of the division superintendent at San Marcial, is visiting friends in Las Vegas, fresh from a trip to California. He will likely return to his duties on an evening train.

Engineer Joseph Clevenger has returned to the city from Tennessee with a small pack of grey hounds—well, five of them in the lot. The hounds attracted no little attention at the depot on the arrival of No. 1 yesterday afternoon.

A car of milch cows in transit to the Harvey eating house at Peach Springs, Arizona, was unloaded and rested at Las Vegas stock yards yesterday in compliance with a federal statute regarding the shipment of hoofs and horns.

Conductor N. H. Cramer is keeping bachelor's hall again, his wife having gone to El Paso, Texas. She will return after spending a fortnight in that city and remain a month with him before departing for the pineapple plantation in Florida.

Conductor J. M. Lesney is off the road, figuring on next year's crops on a farm or two in Kansas, and his passenger run on the north end is being held down nicely by Conductor Johnny Quigley who takes kindly to the yellow buttons.

F. W. Edwards, a mechanical engineer of the Ohio Injector company, gave a lecture at the local roundhouse yesterday to the engineers and firemen, on injectors, lubricators and flange lubricators, and also passed around a box of ten cent cigars.

L. V. Hyatt, who has been holding down a clerkship in the Santa Fe storehouse at La Junta since the first of the year, left that city, accompanied by his family, for Parsons, Kansas, where he has secured a more lucrative position in the railway service.

Conductor S. A. McDonald and crew loaded out twenty-seven cars of cattle, Saturday, which had been held at the local stock yards for water, feed and rest, the required length of time. J. B. Floyd was within hailing distance and saw to it that everything moved with clock-like precision.

W. R. Williams has returned to his home in this city, having completed the big and profitable job of plowing fire guards on the Santa Fe right-of-way between Las Vegas and Raton. He is awarded this contract every season and doesn't appear to be out of pocket any when it is completed.

Conductor E. R. Cassel has come to the local railroad hospital from Belen for medical treatment for a spell of stubborn illness that has had him in its grip several days. Dr. Goelitz and his corps of assistants will probably have him in shape to resume his run on the cut-off that does cut off, in a few days.

The mother of Cy Hazlett, the young switchman who lost both limbs by falling from the top of a box car under the wheels of a moving car, visited him at the local railroad hospital yesterday. She found him in good spirits and he is confident of recovery. This means that half the battle for life has already been fought and won.

Engineer Pat Boyle left Saturday for Los Angeles where he went to look after affairs in connection with the death of his brother Hugh, who died there suddenly about two months ago. He didn't receive advice of his death until after he was buried, and since then has never been able to get any satisfactory account of his last illness and death—Raton Range.

John A. Osborn, a Pullman conductor residing at El Paso and running between that city and Albuquerque was placed under arrest at Albuquerque Saturday by Deputy United States Marshal Beard at the request of officials of Las Cruces, where Osborn

Strong Healthy Women

If a woman is strong and healthy in a womanly way, motherhood means to her but little suffering. The trouble lies in the fact that the many women suffer from weakness and disease of the distinctly feminine organism and are unfitted for motherhood. This can be remedied.

Dr. Pierce's Favorite Prescription

Cures the weaknesses and disorders of women. It acts directly on the delicate and important organs concerned in motherhood, making them healthy, strong, vigorous, virile and elastic.

"Favorite Prescription" banishes the dispositions of the period of expectancy and makes baby a advent easy and almost painless. It quickens and vitalizes the feminine organs, and insures a healthy and robust baby. Thousands of women have testified to its marvelous merits.

It Makes Weak Women Strong. It Makes Sick Women Well. Honest druggists do not offer substitutes, and urge them upon you as "just as good." Accept no secret nostrum in place of this non-secret remedy. It contains not a drop of alcohol and not a grain of habit-forming or injurious drugs. Is a pure glyceric extract of healing, native American roots.



NOTICE FOR PUBLICATION (Not Coal Land) Department of the Interior, U. S. Land Office at Santa Fe, N. M., Sept. 20, 1939.

Notice is hereby given that Jose B. Medina, of Gonzales, San Miguel county, N. M., who, on February 5, 1903, made Homestead Entry No. 7423 for E 1-2 SE 1-4 of Section 10 and E 1-2 NE 1-4 of Section 15, Twp. 17 North, Range 23 East, N. M. P. Meridian, has filed notice of intention to make final five year proof, to establish claim to the land above described, before Robert L. M. Ross, U. S. court commissioner, at Las Vegas, N. M., on the 16th day of November, 1939.

Claimant names as witnesses: Ascension Salazar, Julian Salazar, Jose Teodoro Gonzales, Benigno Romero, all of Gonzales, N. M.

MANUEL R. OTERO, Register.

9-24-1m

NOTICE FOR PUBLICATION (Not Coal Land)

Department of the Interior, U. S. Land Office at Santa Fe, N. M., Sept. 20, 1939.

Notice is hereby given that Ascension Salazar, of Gonzales, San Miguel county, N. M., who, on March 12, 1903, made Homestead Entry No. 7451, for W 1-2 SW 1-4 of Section 11 and N 1-2 NW 1-4 of Section 14, Twp. 17 North, Range 23 East, N. M. P. Meridian, has filed notice of intention to make final five year proof, to establish claim to the land above described, before Robert L. M. Ross, U. S. court commissioner, at Las Vegas, N. M., on the 16th day of November, 1939.

Claimant names as witnesses: Jose B. Medina, Benigno Romero, Julian Salazar, Jose Teodoro Gonzales, all of Gonzales, N. M.

MANUEL R. OTERO, Register.

9-24-1m

Friendship best endures by not undergoing any tests of it.

Well Known Hotel Keeper Uses and Recommends Chamberlain's Colic, Cholera and Diarrhoea Remedy

"I take pleasure in saying that I have kept Chamberlain's Colic, Cholera and Diarrhoea Remedy in my family medicine chest for about fifteen years, and have always had satisfactory results from its use. I have administered to a great many traveling men who were suffering from troubles for which it is recommended, and have never failed to relieve them," says J. C. Jenkins, of Glasgow, Ky. This remedy is for sale by all dealers.

A really brave man is afraid to act so.

Never Worry

about a cough—there's no need of worry if you will treat it at its first appearance with Ballard's Horehound Syrup. It will stop the cough at once and put your lungs and throat back into perfectly healthy condition. Sold by Center Block Depot Drug Co.

Agents BUTTERICK PATTERNS

New Mexico's
Largest, Most
Modern Store

11,000
Sq. Feet of
Floor Space
Rosenwald's
ESTABLISHED 1862

Nobby, One-Piece
Moyen-Age Dresses
Temptingly Repriced for 10 Days

Moyen-Age Dresses

Misses' one-piece dress, made from shadow striped Serge, Gibson, Style, trimmed with self-covered buttons and having fancy silk tie, in brown and navy, worth \$9.50

\$7.50

Misses' and Ladies' one-piece dresses made in several styles from Serge and Prunella cloth, Moyen-Age models, with full plaited skirts, trimmed with braid and buttons, in navy, brown, gray, wine, plum and old rose. Regular, \$14.50 value, for only.

\$10.50

One lot of dresses including several styles, made from Batiste, Serge, Shepherd plaids and Henriettas, all Moyen-Age models, some with fancy yokes, some without, trimmed with braids, buttons, pipings folds and silk, in navy, garnet, ashes of roses, wine, reseda, and black, worth \$19.50 to \$21.50, for only

\$17.50



Mid-Winter Prices on New Fall

MILLINERY

Skirt Values

A large assortment of Ladies' Skirts, made in a variety of styles from Panama, Serge, Chevron Suitings and Fancy Mohair, some plain gored, trimmed with buttons and folds—others with side plaits and panel effects, trimmed with jets and covered buttons, in black, brown, navy, garnet and grey, only

\$5.00

Another splendid value is a Skirt made from heavy Ladies' cloth, neatly trimmed with buttons and horizontal tucks, extra wide, well made, very neat, serviceable and dressy, this week, only

\$4.75

Millinery

All of our new, Fall hats marked to sell for \$6.00, \$8.50, \$7.00, \$7.50 and \$7.75 down to

\$5.00

Our entire line of hats marked to sell for \$8, \$8.50, \$9, \$9.50, \$10, \$11 and \$12. Reduced to

\$7.50

These are all new Fall models, in the most desirable shapes and colors, and there is no two alike in the entire line.

Black Petticoats

Are always much in demand. This Season we have prepared for the demand, by purchasing the largest stock of petticoats in the Territory.

One number made from near silk, with deep flounce, 6-inch dust ruffle, flounces nicely trimmed with eyelet embroidery, for only

\$1.50

One number, extra wide skirt, made from near silk, trimmed with tucked ruffles and stitched bands, 6-inch dust ruffle, for only

\$1.25

AFTER
SUFFERING
TEN YEARS

Cured by Lydia E. Pinkham's Vegetable Compound

MARLTON, N.J.—I feel that Lydia E. Pinkham's Vegetable Compound has given me new life. I suffered for ten years with serious female troubles, inflammation, ulceration, indigestion, nervousness, and could not sleep. Doctors gave me up, as they said my troubles were chronic. I was in despair, and did not care whether I lived or died, when I read about Lydia E. Pinkham's Vegetable Compound; so I began to take it, and am well again and relieved of all my suffering. —Mrs. George J. J. Box 40, Marlton, N.J.

Lydia E. Pinkham's Vegetable Compound, made from native roots and herbs, contains no narcotics or harmful drugs, and today holds the record for the largest number of actual cures of female diseases we know of, and thousands of voluntary testimonials are on file in the Pinkham laboratory at Lynn, Mass., from women who have been cured from almost every form of female complaints, inflammation, ulceration, displacements, fibroid tumors, irregularities, periodic pains, backache, indigestion and nervous prostration. Every suffering woman owes it to herself to give Lydia E. Pinkham's Vegetable Compound a trial.

If you would like special advice about your case write a confidential letter to Mrs. Pinkham, at Lynn, Mass. Her advice is free, and always helpful.



CATARRH



ELY'S CREAM BALM

Sure to Give Satisfaction. GIVES RELIEF AT ONCE. It cleanses, soothes, heals and protects the diseased membrane resulting from Catarrh and drives away a Cold in the Head quickly. Restores the Senses of Taste and Smell. Easy to use. Contains no injurious drugs. Applied into the nostrils and absorbed. Large Size, 50 cents at Druggists or by mail. Liquid Cream Balm for use in atomizers, 75 cents.

ELY BROTHERS, 56 Warren St., New York.